

THE CHICKENS.

Said the first little chicken,
With a queer little squirm,
"I wish I could find
A fat little worm."

Said the third little chicken,
With an odd little shrug,
"I wish I could find
A fat little slug."

Said the third little chicken,
With a sharp little squeal,
"I wish I could find
Some nice yellow meal."

Said the fourth little chicken,
With a small sigh of grief,
"I wish I could find
A green little leaf."

Said the fifth little chicken,
With a faint little moan,
"I wish I could find
A wee gravel stone."

"Now, see here," said the mother
From the green garden patch,
"If you want any breakfast,
Just come here and scratch."

The Poultry Yard.

COTTONSEED FOR POULTRY.

Cottonseed cake and meal are splendid for fattening ducks and geese. They make flesh rapidly and of a very fine quality. I allow a quarter of a pound a day to a bird, and keep it up four weeks before sending them to the market. Fattened this way you gain from half a pound to two pounds a bird, and they fetch from 2 to 7 cents more a pound than they would without it. This is rather an extravagant statement from a correspondent whose name we have mislaid. But M. A. Murphy, of Germantown, Pa., says: "I have used cottonseed cake and meal for fattening chickens and capons for the Philadelphia market. It is the cheapest and best poultry food I know of. Besides rapidly fattening, it keeps the birds in A1 condition, and increases their value at least 2 cents a pound."—*Farm and Home.*

CHOOSING BREEDING FOWLS.

In selecting fowls choose the finest birds, both males and females. Hens as mothers should be at least a year, and preferably two years old. The same rule will apply to ducks. Hen turkeys are better two to three years old, and geese may be used from three years until ten or more.

The males are better that they be young cocks, drakes and turkeys, one to two years old. Males need not run with the females longer than up to the time of commencing to lay, and in the case of turkeys they are quarrelsome and unmitigated nuisances.

WINTER FEEDING.

Do not be afraid to feed hot food in winter. Even whole grain may be boiled until fully heated through and thus save animal heat in bringing the temperature to that of the body, and it will also save much cold water which must otherwise be taken. Or if preferred to be fed dry, place it in an oven until hot. In fact, in very cold weather the hot dry grain is preferable. Corn right out of the crib in very cold weather is pretty much like so many grains of iron, and taken in the bare hand will freeze about as quickly. How much more sensitive the inside moist integuments! As to other grains, feed a variety, and in sections where Indian corn is dear, use sunflower seed.

THE GOAT.

In the earliest history of the world, and of the chief nations of Eastern lands, the goat is spoken of as an animal of especial merit, both on account of its milk and flesh.

But during the past five hundred years, the goat as a milk producer has been entirely supplanted by the cow, and as a flesh producer by both sheep and cattle.

It is true that in many countries and amongst the poor on the suburbs of cities, the goat is still found in great numbers, but its presence is a sure indication of poverty amongst the owners.

This fact alone that the poor cling to the goat as their valuable friend

even at the present day of large herds of cattle and flocks of sheep, should attract the attention of the philanthropists and pure food producers to the long neglected goat.

The goat as a milker is not to be surpassed by the best Jersey cow, if raised, bred and treated with the same care for milk production, and far surpasses any breed of cattle in milk production when kept by the poor on the suburbs of cities and has to feed on tomato cans, old hats and waste paper.

As a milker the goat is now receiving special attention in England amongst a few practical stock raisers who are breeding goats specially for dairy purposes.

There has been started amongst these goat raisers a Flock Book of a special breed of Dairy Goats and it is the special object of the raisers to reinstate the goat into its natural and original position of a valuable milk producer.

There are many reasons why the goat should be bred for milk production. In the first place, the goat is not subject to pulmonary and other diseases, which attack the cow when kept in close quarters if kept in cities, and therefore there is less danger of children and other consumers of the milk being diseased by milk from a diseased animal. In the second place, a goat can be kept by the poor in much smaller quarters and upon extremely cheap food, so as to make the cost of the milk less than one half the cost of cows milk.

Besides these advantages, there is another of vital importance to the poor who have small lots and small houses, and that, the goat creates no nuisance in its keeping as does the cow, and by some thought to be a protector against infectious diseases.

It has been found that many goats have produced nearly as much milk as the average milch cow, and it is reasonable to conclude that by proper breeding, they could be made very valuable milk producers for the poor, who have limited space and means of feeding.

There is no doubt about the fact that if farmers will give attention to raising goats of large milk yield, that they will command a higher price compared with cost of raising than any animal that can be raised on the farm.

The goat as an article of food is also very much underrated, for the kids are superior to lamb, and the male goats if emasculated and fattened make very good food, and when properly cooked equal to beef in its food properties.

From the milk of the goat can be made very fine cheese and of a very nutritious and rich quality but it is not useful for butter production.

There are a great many articles being written in agricultural papers in regard to the value of certain breeds of goats as wool producers but the chief value of the goat is as milk and flesh producer, and it will be well for the practical stock raisers of America, to make an effort to reinstate the goat into its legitimate position as one of the most valuable animals in the production of healthy and economical food material in the shape of milk cheese and flesh.—*Merchantile and Exchange Advocate.*

THINGS WORTH KNOWING.

—Oil Glasses will not get clogged up with oil if first filled with glycerine.

—The long winter evenings are the intellectual seed time to the wise farmer.

—It has been shown that the strength of the lion in the fore limbs is only 69.9 per cent of that of the tiger, and the strength of his hind limbs only 55.9 per cent. Five men can easily hold down a lion, but nine men are required to control a tiger.

—Sand is not a substitute for gravel in the poultry yard. The hens usually pick up the sharpest and most irregular pieces. When oyster shells are provided they should be broken into pieces the size of grains of corn, and not ground to a fine powder.

—A contemporary says to cure dogs of killing chickens take a chicken that has been killed, and after beating the dog over the head with it, pass the legs around the dog's neck and tie the feet together. After carrying the chicken around for a day or two, the dog will become so thoroughly disgusted that he will not trouble chicken again.

—We knew a farmer last year who claimed to have come into the possession of a valuable cure for hog cholera; claimed, in fact, to have cured it in his at the time our herds were almost wiped out. He now reports that despite his sure cure he has but one left out of 109 this year. And that is about the way it goes. Don't fool any of your money away on sure cures for hog cholera. The man who does so is in a fair way to learn wisdom very fast.—*The Homestead.*

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ON AND AFTER THIS DATE, THE FOLLOWING Schedule will be operated on this Railroad:
PASSENGER, MAIL AND EXPRESS TRAIN:
DAILY EXCEPT SUNDAYS.

(Leave Wilmington at.....7:00 P. M.
No. 1. Leave Raleigh at.....7:35 P. M.
Arrive at Charlotte at.....7:30 A. M.
(Leave Charlotte at.....8:15 P. M.
No. 2. Arrive at Raleigh at.....9:00 A. M.
Arrive at Wilmington at.....8:25 A. M.)

LOCAL FREIGHT—Passenger Car Attached.
Leave Charlotte at.....7:40 A. M.
Arrive at Lenoir at.....5:45 P. M.
Leave Lenoir at.....6:15 A. M.
Arrive at Charlotte at.....4:40 P. M.
Leave Wilmington at.....6:45 A. M.
Arrive at Lenoir at.....5:00 P. M.
Leave Lenoir at.....5:30 A. M.
Arrive at Wilmington at.....5:40 P. M.

Local Freight between Wilmington and Lenoir: Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Lenoir on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3. (Leave Charlotte at.....8:15 A. M.
Arrive at Shelby at.....12:15 P. M.
No. 4. (Leave Shelby at.....1:40 A. M.
Arrive at Charlotte at.....5:40 P. M.)

Trains No. 1 and 2 make close connection at Hamlet with R. & A. Trains to and from Raleigh.

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W. F. CLARK, Gen'l Passenger Agent.

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Condensed Time Table No. 13.

TRAIN NORTH.

	Arrive.	Leave.
Bennettsville.....	8:30 a. m.
Shoe Heel.....	.....	8:45 a. m.
Fayetteville.....	12:30 p. m.	12:45 p. m.
Sanford.....	2:15 p. m.	2:25 p. m.
Ore Hill.....	3:45 p. m.	.....
Liberty.....	4:37 p. m.	.....
Greensboro.....	6:00 p. m.	.....

Dinner at Fayetteville.

TRAIN SOUTH.

	Arrive.	Leave.
Greensboro.....	.....	9:50 a. m.
Liberty.....	.....	11:05 a. m.
Ore Hill.....	.....	12:40 p. m.
Sanford.....	1:20 p. m.	1:45 p. m.
Fayetteville.....	3:30 p. m.	4:00 p. m.
Shoe Heel.....	6:05 p. m.	6:15 p. m.
Bennettsville.....	7:30 p. m.	.....

Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2:30 p. m., arriving at Shoe Heel at 4:30 p. m., and at Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 8:30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m. Freight and Passenger Train North leaves Fayetteville daily at 8 a. m., (connecting at Sanford with Freight and Passenger Trains to Raleigh), leaving Sanford at 11:30 a. m., and arriving at Greensboro at 5:40 p. m.

Leaves Greensboro daily at 5 a. m.; leaves Sanford at 11:35 a. m. and arrives at Fayetteville at 2:40 p. m.

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